

DRAFT Brief Descriptions of Catalog Items

Integrated Transportation and Land Use

Technical Work Group

This document provides brief descriptions of the policy options contained in the corresponding Integrated Transportation and Land Use (ITLU) Technical Work Group (TWG) Catalog of Policy Actions. The catalog and these brief descriptions will be developed more fully during the project planning process.

ITLU-1. Priority Growth Centers

1.1 Infill Redevelopment

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas.

1.2 Transit-oriented Development

Provide economic incentives, reformed zoning, land-use restrictions, and permit streamlining to encourage dense mixed-use development of properties in proximity to transit stations or facilities. Transit-oriented development (TOD) is the creation of compact, mixed-use commercial or residential communities, designed to maximize access to public transit and create a community attractive to pedestrians and bicyclists.

1.3 Brownfield Redevelopment

Provide economic incentives, reformed zoning, and land-use restrictions, and permit streamlining to encourage development of empty or underutilized industrial facilities and derelict properties in urban areas. Redeveloping brownfields in urban areas can be a key factor in urban revitalization, providing new centrally located areas for residential, commercial, or mixed-use development.

1.4 Station Area Planning Requirements

Each TOD district will ideally have a Station Area Plan (SAP) so that there is a development vision and plan tailored to each specific TOD context. A SAP will contain a land use strategy, urban design standards, zoning recommendations, and implementation strategy to realize the vision, developed through an educational and participatory planning process. The specifics of site design and layout developed during the SAP process will speak to the unique characteristics of each site and its surroundings and the role it plays within the larger context.

1.5 Downtown Revitalization

Provide economic development (e.g., tax-based) incentives, and reform zoning and permitting processes (parking requirements, density and mixed-use restrictions, etc.) to encourage investment in downtowns and central business districts.

1.6 Targeted Density for Priority Growth Centers

Promote targeted density when developing priority growth centers. Development density inside a growth center should be substantially higher than outside of the growth center. In addition, the central portion of the growth center will probably be more intense or dense than the surrounding portions of the growth center. This will promote walking and bicycling and decrease the use of single-occupancy vehicles (SOV).

1.7 Support Revitalization of Older, Densely Settled Urban Areas

Many rural communities are engaged in revitalization efforts to renew downtown areas and restore them to their former prominence as a center of community activity. Successful downtown projects may not only expand business, employment, and shopping opportunities but also increase and strengthen the social activity and quality of life in the community. The plan will capitalize on the historic charm, bring new retail, offices and create new residential neighborhoods in older, densely settled areas.

1.8 Support Compact, Mixed-Use Centers in Older Developed Suburban Areas

Support compact, mixed-use centers in older developed suburban areas. Centers would generally have higher densities than currently exist, as would neighborhoods close to a Center. Whenever possible, Centers would be connected by sidewalks to nearby residential communities, enabling residents to walk to shopping, recreation, transportation, and work.

1.9 Live-Work Buildings and Multi-Use Buildings

Promote the development and construction of multi-use buildings to further promote Smart Growth. Buildings should include office spaces as well as residential units.

ITLU-2. Land Use and Planning Measures**2.1 Smart Growth Planning, Modeling, and Tools**

Adopt goals and policies to promote and accommodate walking, biking, and public transit as alternatives to the private automobile. Encourage smart growth tools and policies that specifically target reducing single-occupant vehicles through increasing alternative transportation for commute trips made by residents who live and work in the City, strategies for trip reduction through land use development standards that encourage alternative transportation and transportation demand management.

2.2 Targeted Open-Space and Natural Resource Protection

Natural and working lands play an essential role in the economic, environmental, and social well being of communities. Natural areas and open spaces increase neighboring property values, attract businesses and residents, support tourism, offer opportunities for recreation, and provide scenic value. Green infrastructure planning can help communities get this balance right. Through green infrastructure planning, a community or region can identify and prioritize natural areas that should be preserved or restored to protect long-term ecological health and build community resilience.

2.3 “Fix-It-First” and Location-Efficient Funding Strategies

The location of investments in infrastructure helps determine where growth will occur. Fix-it first policies aim to steer public spending toward projects that maintain and improve existing infrastructure in established areas. Public funds are used for extending new infrastructure into developing areas only after existing infrastructure has been updated.

Fix-it-first is a fundamentally different approach to growth than conventional practices. It has the potential to strengthen older cities and towns by supporting the significant public investments made earlier in those areas and by recognizing the efficiencies inherent in more compact development patterns.

2.4 Land Use and Building Code Reform

Modify and fund reforms of state and local property taxes, development fees, zoning/building codes and policies, and statewide annexation policies to support GHG reductions and the implementation of state growth management plans. Measures can include property tax assessment policies regarding empty or underdeveloped urban lots to encourage infill development; reducing building setback requirements; shifting parking minimum requirements to maximum standards; reducing restrictions on density, floor area ratios, and mixed-use development; and reforming on-street parking availability and pricing.

2.5 Location-Efficient Mortgage

Location Efficient Mortgage (or LEM) is a mortgage available to people who buy a home in locations where they do not need to rely on automobiles as much or at all for transportation. Location efficient mortgages allow people to buy more expensive homes than they normally would be able by factoring in the money they'll save on transportation costs.

2.6 Targeted Infrastructure Investment Section toward Priority Growth Centers

Promote overall targeted infrastructure investment section toward priority growth center from a state perspective. Provide state funding, grant programs and tax cuts to promote the creation of priority growth centers.

2.7 Zoning Reform Measures

Implement zoning measures that affect land use. Provide incentives for municipalities to implement these zoning measures by providing state funding. Foster more sustainable development patterns on private property through modifications to the zoning code and zoning maps.

2.8 Support Natural Resource Conservation in Outlying Areas

Outlying areas can often contain streams or creeks, floodplains, wetlands, and other important natural resources. Development on or near these resources can create negative side effects such as increasing the cost of providing drinking water, increasing the frequency and damage of flood events, and destroying vital plant and animal habitat. It is important to disseminate information about the preservation of these natural resources and support the conservation of these resources in outlying areas.

ITLU-3. Local Enhancement and Enhancement**3.1 Emphasize Local Authority to Require Low Impact Development**

Low Impact Development (LID) is an innovative storm water management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Instead of conveying and managing storm water in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses storm water through small, cost-effective landscape features located at the lot level. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment / revitalization projects. Local authorities should emphasize the implementation of low impact developments.

3.2 Assess Climate Impacts of Development

Provide funding for studies and research for the assessment and evaluation of climate impacts on development in transportation systems and land-use.

3.3 Streamlining Development Projects that Reduce VMT, Energy Consumption, Transportation Impact

Environmental Streamlining requires transportation agencies to work together with natural, cultural, and historic resource agencies to establish realistic timeframes for the environmental review of transportation projects. These agencies then need to work cooperatively to adhere to those timeframes, while they are protecting and enhancing the environment.

3.4 Develop Model Green Development and Green Building Laws for Local Governments to Adapt and Adopt

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and deconstruction. Local governments are encouraged to develop model green development and green building laws to promote green building.

3.5 Assessment of Regional Impact Development Projects for Climate Mitigation

Regional transportation impacts of planned development across the county are analyzed through a program by the Transportation Agency, eliminating the need for expensive traffic analyses from each new development project, and the current lengthy negotiations over appropriate mitigations. In instances where a local traffic impact fee is already assessed, the local and cumulative traffic impacts of development would be accounted for through payment of fees. No additional analysis is required aside from that which is needed to address the localized, project-specific impacts of new development on surrounding transportation infrastructure.

3.6 Enhance Energy Efficiency Code Enforcement and Development

The review and enforcement process assures that the proposed work is in agreement with all City adopted codes and ordinances. By working on energy code development as well as on-the-ground code education and training, this project seeks to deliver more energy efficient buildings.

3.7 Prepare Model Components to Add to Plans Regarding Transit Station Area Plans and Energy Conservation

Local governments should prepare model components to add to local plans regarding the creation and implementation of transit station area plans and energy conservation. This will set a

high standard for future energy conservation and the creation of more efficient transit station areas.

3.8 Ensure Local Enforcement of the State Energy Code

Enforcement of the state energy requirements is the responsibility of the local governmental entity. Implement incentives to ensure the local enforcement of the state energy code.

3.9 Prepare Model Energy Code Enhancement Provisions for Local Adoption

Preceding the adoption or revision of an energy code, state and local governments often organize an advisory board, which includes stakeholders from design, construction, and enforcement communities. A chief responsibility of the board is to determine whether an energy standard and model energy code should be adopted. The board also considers the need to modify energy standards and model energy codes to integrate local preferences and construction practices, and may also offer information during the adoption process.

3.10 Transferable Development Rights (TDRs)

Transferable development rights (TDRs) are property use rights that can be transferred from one property to another by government-created programs. It is a relatively new land use tool that can preserve historic buildings or environmentally sensitive land and still allow the property owner to maintain his ownership right of use. The concept is based on the principle that fee simple ownership of real estate is a bundle of rights that are divisible and severable.

TDM-4 INCENTIVE AND DISINCENTIVE PROGRAMS

4.1 Develop Incentives to Encourage the Reuse of Already Developed Properties, regardless of Ownership, before Developing Natural Areas

Already developed properties represent a major opportunity for the future, by creating new uses that strengthen the community, enhancing its quality of life and rebuilding its position in the marketplace. Incentives to encourage reuse could include the following: Tax abatements for rehabilitation and reuse of already developed properties, grants or loans for reuse and rehabilitation or historic preservation tax credits

4.2 Preserve & Manage Open Space in Hillside and Water Spreading Grounds

The open space system can be characterized as a drainage system, particularly the river valleys and adjoining steep hillsides, which interrupt the coastal plain and link the ocean with the coastal mountain range. The limited utility of drainage systems for intensive urban development often provides an opportunity to utilize them as natural relief from urbanization in already built up areas. Similarly, canyon and hillside open spaces create green borders to urbanization and can

enhance adjacent established neighborhood environments thus conserving the "quality of life" in California's communities.

4.3 Develop an Awards Program for Preservation of Open Space & Ecological Benefits

Develop an awards program for the preservation of open space and ecological benefits. The program will recognize individuals, organizations, and businesses that have demonstrated exceptional leadership and made notable, voluntary contributions in conserving resources and protecting and enhancing the environment.

4.4 Use Plants from Local Gene Pool in City Projects Adjacent to Natural Open Spaces

Encourage the use of native plants in projects adjacent to natural open spaces. Complement the process by encouraging a Native Plant Program that educates the community about native plants and plant communities, and teaches the public to use this knowledge to protect and restore natural ecosystems.

4.5 Develop a Species List of Water Wise and Ecologically Friendly Plants for Use in New Development and Other Landscape Projects

Develop a list of plants that aid in the reduction of storm water run-off and which can be used for bio-swales, rain gardens and green roofs and walls. Plants on the species list can also be used to promote the reduction of water use in landscapes through design of water-wise garden techniques.

4.6 Provide Incentives for Development Projects that Include Significant Natural or Constructed Open Space

Provide incentives for development projects that include significant natural or constructed open space. There are many incentives for the clustering of residential units, also known as Open Space Development. The basic incentive to which developers will most readily respond is an increase in the number of units which could be permitted over the base density calculated under the parallel plan. This is generally considered a development "bonus." The amount of the bonus may vary depending on the nature of the development, and they may be used in combinations of one or more different incentives.

As an example, incentives may include an increase in the number of units if:

- additional open space is provided, beyond that normally gained in the lowering of individual lot sizes;
- a community wastewater and/or domestic water system is used (avoiding the need for septic systems and individual wells);
- recreational amenities are provided, such as tennis courts, club house, or other similar facility;
- walkways, trails, or bike paths are included within the development; and/or
- significant areas of active agricultural lands are preserved.

4.7 Provide an Extensive and Safe System for Walking and Hiking that Links Areas

By providing a safe, interconnected network of bicycle and hiking trails, people are encouraged to increase activities related to walking and biking. Providing new sidewalks and improving existing sidewalks can not only shorten pedestrian and bicycle trips but also ensure a safe system for walking and biking. Bicycle lanes can be provided both on shared streets and on segregated facilities physically separated from roadways, except at crossings.